

**MINUTES OF A REGULAR MEETING
OF THE CHULA VISTA SAFETY COMMISSION**

**November 8, 2007
6:00 p.m.**

**Community Room
Chula Vista Police Department Headquarters**

CALL TO ORDER

Meeting called to order at 6:00 p.m.

1. Roll Call:

Present: Chair Perrett; Commissioners Cochrane, Lopez, Moriarty, and Rosario

Absent: Vice Chair Liken and Commissioner Navarro

Also present: Jim Newton, Sr. Civil Engineer; Officer Ryan Mullen; and Florence Picardal, Recording Secretary

2. Pledge of Allegiance/Silent Prayer

3. Opening Statement

Opening statement read by Chair Perrett.

4. Approval of Minutes: October 11, 2007

MSC (Cochrane/Lopez) to approve the minutes from the October 11, 2007 Safety Commission meeting. (4-0-1-2; Rosario abstain; Liken/Navarro absent).

5. Safety Commission Attendance Report

MSC (Perrett/Cochrane) to accept the attendance report. (5-0-2, Liken/Navarro absent)

6. Oral Communications

None.

MEETING AGENDA

7. Report on Request for "30 Minute" Time-Limited Parking along 11 Third Avenue

On October 11, 2007, staff presented this item to the Safety Commission and proposed that the requested 30-minute parking zone along 11 Third Avenue not be implemented. The Commission voted 3-1 (with 3 Commissioners absent) in favor of staff's recommendation; however, four votes are required for any item to pass. After some additional discussion on the issue, the Safety Commission recommended staff work with the business owners of 11 Third Avenue to see if there were any solutions, other than a time restriction, to their parking issues, and the item was continued to the next regularly scheduled Safety Commission meeting. Senior Civil Engineer Newton gave a brief presentation.

Staff Recommendation: Safety Commission concur with staff's recommendation to deny the request for a 30-minute time-limited parking zone in front of 11 Third Avenue, and recommend the adjacent business owners utilize a professional, free, City recommended mediator to resolve any remaining parking differences.

Public hearing opened.

The following persons spoke in favor of staff's recommendation.

- a. Tom O'Connell, 1295 Broadway, #209 (Oasis Insurance) (submitted written information to Commission)

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- b. John Devin, 11 Third Avenue, #A (California Smog Check) (waived his time)

Public hearing closed.

Commission Discussion: Commissioner Moriarty stated she was in agreement with staff and parking was not the issue. Commissioner Cochrane stated he visited the site on three separate occasions in the last 30 days and concurred with staff's report. He stated the parking requirements were accurate.

MSC (Moriarty/Cochrane) to concur with staff's recommendation. (5-0-2, Liken/Navarro absent.)

8. Report on Request for an All-Way Stop at the Intersection of Oleander Avenue and Tamarack Court

This item was discussed at the October 11, 2007 Safety Commission meeting and continued to the next scheduled meeting in order to more thoroughly respond to questions and concerns from both the public and Commissioners.

As stated in the previous report, staff received a written request from a resident of Tamarack Court requesting the installation of an all-way stop at Oleander Avenue and Tamarack Court. The resident feels that this intersection is unsafe for pedestrians and motorists alike, due to excessive vehicle speeds and sight distance constraints on Oleander Avenue. Staff conducted a study of the intersection and in the current report included additional volume data as well as recently collected speed and volume data as requested by the Safety Commission.

Staff Recommendation: Safety Commission concur with staff's recommendation to deny the installation of all-way stop control at this intersection and approve the installation of the following:

- stop signs for eastbound and westbound traffic complete with limit lines and "STOP" legends
- red curb on Oleander Avenue, south of Tamarack Court and Street, for a distance of 25'.
- red curb on east side of Oleander Avenue north of Tamarack Court for a distance of approximately 160'.

Senior Civil Engineer Newton gave a presentation. He stated there are three related all-way stop requests for this location, all with detailed histories as follows:

- November 8, 2001 - Requests for all-way stop controls at the intersections of Oleander Avenue/Sequoia Street and Oleander Avenue/Tamarack Court
 - *Oleander and Sequoia:* This intersection scored 29 out of a possible 100 points. Staff's recommendation, based on the points awarded in the warrant study, was to deny the installation of an all-way stop. The Safety Commission disagreed, stating that the sight distance constraints and proximity to a nearby school were enough to warrant the installation. **The Commission did not concur with staff and recommended the all-way stop be installed.** The all-way stop was ultimately installed.
 - *Oleander and Tamarack:* This intersection scored 20 out of a possible 100 points. Staff's recommendation, based on the points awarded in the warrant study, was to deny the installation of an all-way stop. **The Safety Commission concurred with staff and recommended the all way stop not be installed,** citing the intersection's proximity with the recently approved all-way stop at Sequoia, its distance from any nearby schools, and the lack of any significant accident history.
- September 8, 2005 - During oral communications, a resident asked staff to evaluate Oleander Avenue to see if stop signs at Tanoak Court were warranted. He stated speeding vehicles traveling along Oleander Avenue were a hazardous situation for residents of the area. Safety Commission requested staff evaluate Oleander Avenue and bring findings back to the Commission.
- On October 13, 2005 - Request for a stop sign evaluation at Tanoak Court. The report recommended the installation of traffic calming measures to reduce speeds along Oleander Avenue, stating stop signs were not the best tool to use when dealing with speeding issues. **The Safety Commission agreed with staff's recommendation to install various traffic calming measures, but also asked staff to evaluate the intersection of Tanoak Court and Oleander Avenue, as well as Tamarack Court and Oleander Avenue, for the installation of stop signs.**

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- On December 8, 2005 - Report regarding traffic calming along Oleander Avenue, including the possible installation of all-way stop control at the intersections of Oleander Avenue/Tamarack Court as well as Oleander Avenue/Tanoak Court.
 - ❑ *Oleander Avenue and Tamarack Court:* This intersection scored 24 out of a possible 100 points. Staff's recommendation, based on the points awarded in the warrant study, was to deny the installation of the all-way stop. **The Safety Commission concurred with staff and recommended the all-way stop not be installed** citing that stop signs are not intended to be used as traffic calming devices.
 - ❑ *Oleander Avenue and Tanoak Court:* This intersection scored 21 out of a possible 100 points. Staff's recommendation, based on the points awarded in the warrant study, was to deny the installation of the all-way stop. **The Safety Commission concurred with staff and recommended the all-way stop not be installed**, again, citing that stop signs are not intended to be used as traffic calming devices.
 - ❑ In addition to the all-way stop recommendations, staff recommended the installation of a curve warning sign (for the southbound direction of travel) with a 20 MPH advisory speed limit for curve. **The Safety Commission concurred with the recommendation for the curve warning sign.** After some discussion, **the Safety Commission also recommended the wattage for a street light be increased from 100w to 150w.** This work was completed in January of 2006.

Senior Civil Engineer Newton pointed out in regard to the intersection of Oleander/Sequoia, typically some of the concerns staff has with installing unwarranted stop signs are an increase in traffic accidents and speed spiking. He stated according to recent speed data, speed has increased on Oleander but is unsure if that is a result of the stop sign. In 2005, the volume along Oleander took a fairly significant jump and comes back down in 2007. It seems to be due to the construction that was going on at Olympic Parkway near I-805. He drew attention to the 85th percentile speed along Oleander -- in 2001 it was 34 mph (both directions). In 2005 it went down (in one direction) probably due to the increase in volume. The speed has not come back down since that time. He pointed out the pedestrian counts at this intersection. This year's study shows 8 and in previous years there were only 2. The overall score has not changed too much over time. Accident history (reported accidents) -- in previous reports there were 0 over a 12 month period. With this report, staff went back 3 years and found one reported accident (northbound vehicle and parked car - not correctible with an all-way stop).

He stated there was some discrepancy in the 2001 report -- vehicles approaching Oleander along Tamarack Court -- looking north sight distance was over 300 ft. In 2005, it was 165 ft. Staff found errors in the 2005 report and was directed by him to use the 2001 report for sight distance studies. Sr. Civil Engineer Newton made one last field check on Tues., Nov. 6th and measurements were made. There was a sight distance of 230 ft. looking north. Looking south, sight distance was 132 ft. Across the street, looking north, there were no issues with sight distance. Looking south, sight distance becomes a problem at approx. 200 ft. which matches the crest in the hill.

The points over the years have not changed, even though there were changes to some of the sight distance numbers. The awarded points were for the worst sight distance at the intersection in one direction and that number was consistent throughout all the reports -- so the points did not change. Based on Council Policy, primarily the lack of significant accident history and relatively low pedestrian use of the intersection, staff still recommends that an all-way stop be denied, but does recognize there are some sight distance concerns and has made recommendations to alleviate those concerns.

Commissioner Cochrane stated he visited the intersection and thought Mr. Newton's north/south measurements were reversed. After discussion and review of the slides, it was determined that the measurements were correct.

Public hearing opened.

The following persons spoke in opposition to staff's recommendation:

1. Hector Tamayo, 505 Tamarack Street
2. Phil Christensen, 1656 Oleander Avenue

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Public hearing closed.

Commission Discussion: Commissioner Cochrane stated he noticed that the intersection of Jamul/Oleander is an all-way stop and it is close to the same conditions as this intersection. As he was observing the traffic at that intersection, he had two near misses with speeding vehicles. He considered this a dangerous intersection and was in favor of an all-way stop at this location. He stated the DMV does not recommend stop signs as a traffic calming measure. He pointed out the location of Corral Canyon where the County installed four all-way stops between Corpus Cristi Church and Central Avenue as a traffic calming measure.

Commissioner Moriarty stated she uses this road frequently and believes it is a difficult road and it is very easy to speed. She was in support of the residents' request for an all-way stop.

Commissioner Lopez stated there would be an increase of speed and swerving through the neighborhood because motorists will want to make up time from stopping. He believes there needs to be better sight distance. He noticed with some of the all way stops that have been installed, traffic has not been slowed down, but has gotten worse in some cases. He thought maybe more police officer presence would help.

Chair Perrett did not think that the all-way stop would cure the speeding problem. He is concerned about the sight distance being too low which overrides the speeding issues and would be in favor of the all-way stop at this location.

Commission Moriarty agreed with the sight distance problem and with the current situation with the City, more officer presence was probably not going to happen.

Chair Perrett asked staff if an all-way stop was approved, would that negate the other recommendations?

Senior Civil Engineer Newton stated no. He explained that typically, if the Commission votes against staff's recommendation, the issue goes to the City Council for a final recommendation. The City Engineer does have the authority to change the staff recommendation if he understands the concerns of the Safety Commission and feels that it would be a dangerous situation and implement the Safety Commission recommendation. If the all-way stop is approved by Safety Commission, he will forward this to the City Engineer for review.

MSC (Perrett/Rosario) not concur with staff and recommend the installation of an all-way stop. (5-0-2, Liken/Navarro absent)

Senior Civil Engineer Newton stated he would discuss this item with the City Engineer and post any results/recommendation on the website and ensure the residents are notified.

Commissioner Lopez wanted to make clear if the item goes to the City Council, Council may vote against the Safety Commission recommendation and encouraged the residents to attend the City Council meeting to support the item.

9. Report on Request for an All-Way Stop at the Intersection of Lakeshore Drive and Hartford Street

Staff received a written request from a Chula Vista resident of Hartford Street, for the installation of an all-way stop at Lakeshore Drive and Hartford Street. The resident feels that this intersection is unsafe for pedestrians and oftentimes she has difficulty crossing Lakeshore Drive at Hartford Street.

Staff Recommendation: Safety Commission concur with staff's recommendation to deny the installation of an all-way stop control at the intersection of Lakeshore Drive and Hartford Court.

Senior Civil Engineer Newton gave a presentation. The intersection of Lakeshore Drive and Hartford Street has been the subject of several Safety Commission and City Council meetings over the past decade. This item first came before the Commission in August of 1996 with a request for an all-way stop

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at Lakeshore and Clearbrook. The main concern was speed on Lakeshore Drive. The request was denied.

In October of 1996, at the Safety Commission's request, installation of all-way stops at the intersections of Lakeshore/Creekwood and Lakeshore/Hartford were studied. Again, the main concern was speeding. It was staff's recommendation that all-way stops not be installed at either intersection. The Safety Commission did not agree with staff's recommendation, and both intersections were forwarded to the City Council for consideration at their December 10, 1996 meeting. The City Council, after some discussion, agreed with staff's recommendation not to install the all-way stops at either intersection.

At the February 4, 1997 Council meeting, Mayor Horton asked staff for a follow up report on an all-way stop control at Lakeshore Drive and the intersections of Hartford Street and Creekwood Way. Staff presented their follow-up report at the Council meeting on April 5, 1997. Council voted in favor of the all-way stop control measures at Lakeshore Drive/Creekwood.

On September 11, 2007, staff received a letter from Ms. Denise Ward requesting the installation of all-way stop control at the intersection of Lakeshore Drive and Hartford Street. Staff conducted an all-way stop warrant study, per Council Policy #478-03.

There has been a significant jump in the volume on Lakeshore Drive. Eastlake has developed to the east and there is the connection to the Windingwalk project. Speed on Lakeshore Drive has dropped slightly over the years, probably due to the high volume. The number of accidents has remained low – two in six years. Sight distance is not an issue in either direction.

The intersection of Lakeshore Drive and Hartford Street received a total of 28 points out of a possible 100 points, where a minimum of 45 points are required to justify the installation of an all-way stop control. Therefore, in accordance with Council Policy 478-03 and based on 1) the points awarded by the warrant study, 2) the lack of a significant accident history, and 3) the low pedestrian usage, staff does not recommend the installation of all-way stop control at this intersection.

Senior Civil Engineer Newton stated they received a number of calls and emails – 3 phone calls against the all-way stop; 2 phone calls in favor; 3 emails in favor. That makes 5 in favor of the all-way stop, 3 against. It was very clear in talks with persons calling about the request – residents in the neighborhood, living on Hartford were in favor of the all-way stop. Persons just passing through were against the all-way stop.

Public hearing opened.

The following persons spoke in opposition to staff's recommendation:

1. John Plaza, 2141 New Haven Drive
2. Adriana Durgan, 556 Hartford Street
3. Denise Ward, 629 Hartford Street
4. Mr. Dullea, 673 Watertown Lane

Public hearing closed.

Commission Discussion: Commissioner Rosario stated he lives in Rolling Hills and during this construction period he cuts through this neighborhood. He initially thought that all-way stops at this intersection would slow him down, but after listening to the residents he has changed his opinion and is in favor of the all-way stop.

Commissioner Lopez stated he travels this roadway often and has noticed the high volumes. He had difficulty making turns because of the high volumes.

Commissioner Cochrane stated he was quite familiar with the heavy traffic volumes. He was amazed at the volume of traffic at 8 pm. He has observed vehicles speeding and thought that crossing at Eastlake Drive and Lakeshore is hazardous. He was also supportive of the residents' request for an all-way stop.

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Chair Perrett stated at first he was against the installation of an all-way stop. After comments from the residents, he thought the all-way stop may slow down speeds and allow drivers to exit. He was in favor of the all-way stop.

Commissioner Cochrane stated he was on the Commission back in 1996 when this item was first presented. He recalled the reason for denying the request was the shopping center was not there and the traffic volumes were not high. Over the years, he has seen the change in the traffic volumes because of the new shopping center.

MSC (Perrett/Moriarty) not concur with staff and recommend the installation of an all-way stop. (5-0-2, Liken/Navarro absent).

Senior Civil Engineer Newton stated, as with the last item, he would discuss this with the City Engineer and post any results/recommendation on the website and ensure the residents are notified.

Commissioner Moriarty left the meeting at 7:30 p.m.

10. Report on Request for an all-way stop at the intersection of Buena Vista Way and Calle Santiago

On August 17, 2007, staff received a written request from a resident of Eagle Peak Court, requesting the installation of an all-way stop at Buena Vista Way and Calle Santiago. The resident feels that this intersection is unsafe for both motorists and pedestrians due to the location of a park next to the intersection and its close proximity with East 'H' Street.

Staff Recommendation: Safety Commission concur with staff's recommendation to deny the installation of an all-way stop control at the intersection of Buena Vista Way and Calle Santiago.

Senior Civil Engineer Newton gave a presentation. On August 8, 1991, a request to install an all-way stop control at the intersection of Calle Santiago and Buena Vista Way was presented to the Commission. Staff's recommendation was to deny the request. The Safety Commission voted to have staff re-examine the intersection once a nearby school was open and report their revised findings at an appropriate time.

Staff's follow up report was presented to the Safety Commission on October 10, 1991 with the recommendation to deny the installation. The Commission agreed with staff's recommendation not to install an all-way stop control at this intersection.

Senior Civil Engineer Newton stated that back in 1991 everything was higher, more cars in all three directions and more pedestrians at intersections. At one point, in the late '80s, Calle Santiago did not go through to Paseo Ranchero, but did go through in 1991.

Although staff was unable to obtain a constant 85% speed for vehicles approaching the intersection, staff felt obligated to award points in the all-way stop study for speeds above the posted speed limit due to a long history of speeding complaints and staff's field observations. Sight distance is tight.

He stated a few phone calls were received – 3 in favor of the all-way stop and 1 against. One email was received against the all-way stop. One caller stated that there is a boat parked on Buena Vista (east). When staff made a site visit, the boat was not parked at that location. Staff contacted Code Enforcement and they were aware of the situation and have talked to the boat owner multiple times. The owner is aware of the 72-hour parking restriction.

Public hearing opened.

The following persons spoke in favor of staff's recommendation:

1. Richard Stork, 1351 Blue Falls Drive
2. Zac Chacon, 1040 Buena Vista Way
3. Burdella Thomas, 1358 Caliente Loop

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4. Layla Davis, 1035 Forest Hill Place
5. Allan Tait, 1372 Cerritos Court

Public hearing closed.

Commission Discussion: Commissioner Cochrane commented about the RV parking. He stated unfortunately, the City can't force the parking violators off the street. There is no ordinance that forbids them from parking up to 72 hours. Consequently, the violators move their vehicle as soon as they recognize that their cars have been marked then move the vehicle and the 72 hours start over again. He was in agreement with the residents and agreed that the vehicles should be parked in the driveways or on the side of the home or offsite storage. He also mentioned in regards to the email on the person who was selling cars on the street, the City deleted the ordinance (in 2005) where vehicles could not be advertised in the public right-of-way and consequently that has become a big problem again. The 72 hour parking limit would again be enforced in these situations.

Commissioner Lopez wanted the Commission to consider the red curbing at this location to provide better sight distance. Chair Perrett stated he used to live in the neighborhood and did not see the need for an all-way stop. He agrees with staff's recommendation.

MOTION (Cochrane/Lopez) to concur with staff recommendation and to place red curbing.

Senior Civil Engineer Newton added that another thing that might help would be posted signs "No Parking of Vehicles over 6 ft. in height". It is not the same as red curb but may have more "teeth" to it on the enforcement side. Staff would like to research this further. Commissioner Cochrane asked Officer Mullen what the penalties are for this violation. Officer Mullen was unsure at this time, but would do some research. There was discussion and member of the audience stated she believed it is a monetary fine.

AMENDED MOTION MSC (Cochrane/Lopez) to concur with staff recommendation and direct staff to investigate any means necessary to increase sight distance. (4-0-3, Liken/Navarro/Moriarty absent)

11. Safety Commission Chair Election

Chair Perrett read into record a letter submitted by Commissioner Liken expressing his interest in the nomination for Chair.

MSC (Cochrane/Lopez) to nominate Commissioner Liken for Safety Commission Chair. (4-0-3, Liken/Navarro/Moriarty absent)

MSC (Cochrane/Rosario) to nominate Commissioner Perrett for Safety Commission Vice Chair. (4-0-3, Liken/Navarro/Moriarty absent)

12. Traffic Engineering CIP Project Update –November 2007

Sr. Civil Engineer Newton stated that the traffic signal at Brandywine/Sequoia will be advertised next week. He also stated the Traffic Engineering Section previously had an Engineer dedicated to designing projects. The department has gone through a reorganization and that person has been moved to the Design Section which is located at another City facility. This reorganization should not impact the workload, but may actually help. With the Design person at another facility, the CIP Project Update list may not be available on a monthly basis.

Commissioner Rosario pointed out he drove by Lazo Court (item from several months ago) and the street was very clean.

13. Traffic Accident Summary, September 2007

Officer Mullen gave a brief synopsis on the state of the Police Traffic Division. He stated they have 8 motorcycle officers that are dedicated to ticket writing. The Sergeant is out for several months. Ticket counts are going up. More Patrol Officers are certified in radar so there are a large amount of tickets being written. There are usually 125-200 tickets per shift being written, a huge difference from the past.

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From the top, down -- the focus has been on traffic and writing tickets and looking to change driving behavior. Lots of positive comments from the public have been coming in to the both the City Engineering Dept. and Police Dept. Traffic Division.

14. Action Summary Update

Sr. Civil Engineer Newton stated everything is up to speed except for the October items. The speed limit on Bonita Road is scheduled for the December 4th Council meeting. The flashing lights at the intersection of Lane/McKenzie have been ordered but have not come in yet. They will be installed as soon as they are delivered.

Commissioner Lopez made a comment on tonight's Lakeshore item. He stated that there is very heavy traffic on Lakeshore. He asked if the stop signs block the other entrances into the other streets, would that become an issue? Sr. Civil Engineer Newton stated his recommendation to the City Engineer would be to install the stop signs as a trial traffic measure (similar to McKenzie/Lane) so they can be removed after a certain amount of time. If they are installed permanently, it's very difficult to have them removed. Commissioner Lopez stated there are two streets that will be affected right away and the complaints would come in immediately. Sr. Civil Engineer Newton emphasized the stop signs should be installed as a trial traffic measure. Commissioner Rosario agreed with the trial traffic measure. There was some discussion on the effect of the SR-125 toll road. Commissioner Rosario stated that once the construction is completed and there are 3 lanes open, vehicles will not cut over to Lakeshore.

15. Potential Upcoming Safety Commission Agenda Items

- All-Way Stop at Hunte Parkway and Montecito Road
- 05/06 Accident Reports Summary
- All-Way Stop at Marbella Circle and Ridgeback Road
- "C" Street Traffic Calming, between Second Avenue and Glover Avenue

Sr. Civil Engineer stated the December meeting will be a workshop meeting. The above listed items will be scheduled for meetings in 2008.

OTHER BUSINESS

16. Commissioner Comments

None.

17. Staff Comments

Sr. Civil Engineer Newton stated staff has been observing the parking situation by La Bella's Game Room. Nothing has changed on Church Avenue - parking is still the same. There is a little increase in the use of metered parking, but they are never full. He didn't believe this would be brought back to the Commission in the near future.

ADJOURNMENT AT 7:45 P.M. to the next scheduled workshop meeting of December 13, 2007.

Respectfully submitted,

Florence Picardal, Recording Secretary